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1. Before World War II, Hungary stood fourth among the world's bauxite producing countries. Soviet geologists estimate Hungary's bauxite deposits at about 250 million tons, but Hungarian experts put it at 192 million tons at most. Production in 1952 was 1,257,841 tons. Almost 80 percent of this production went to the Soviet Union, Czechoslovakia and Germany (Soviet Zone). Only about 20 percent was processed in Hungary into aluminum, which was used mainly by the Hungarian armament industries (motor vehicles and airplanes).
2. In 1946 the Hungarian Government was coerced into placing bauxite mining in the hands of a joint Hungarian-Soviet company. This 50-50 Soviet participation naturally meant complete Soviet control of production. However, the individual plants for the most part remained independent until Feb 1948. At that date all private bauxite and aluminum works were nationalized, namely:
 - a. Aluminiumére Bánya és Ipar r.t. (Aluminum Industry Co.)
 - b. Viktória Chemische Werke A.G.
 - c. Topolca Bergwerk A.G.
 - d. Hungarian Bauxite Mines Maszobal A.G.
 - e. Donautal Alumina Factory Maszobal A.G. at Almásfüzitő

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- f. Bauxit-Erzeugende A.G.
- g. The bauxite mining properties of the Bauxit und Eisenerz-Gruben G.m.b.H.
- h. The István Velty bauxite mine at Olaszfalu
- i. Bauxit Industrie A.G.
- j. Aluminiumwerke A.G. of the Manfred Weiss Works
- k. Sigg Aluminium-Fabrik A.G.
- l. Bauxite plant and aluminum works of the Hungarian Allgemeinen Steinkohlen A.G. (MAK) at Felsőgalla
- m. Magyar Félemezipar r.t. (Hungarian Sheet Metal Co.)
- 3. The management of these nationalized and Soviet-controlled industries was taken over by the Maszobal (Hungarian-Soviet Bauxite Aluminum Co.). The main offices of the Maszobal are at Lajos Kossuth Platz 18, Budapest, the former headquarters of the Hungarian prewar company for bauxite and aluminum (Magyar Bauxit és Aluminium A.G.).
- 4. Individual establishments:
 - a. Gánt Bauxite Mine. This is one of the most important Hungarian mines, not so much for its volume of production as for the variety of its bauxite. In addition to first-grade bauxite with a 54 percent aluminum content, bauxite with a 27 percent iron content is mined, and also iron-poor bauxite for fire-proof materials and bauxite pigment. The bauxite is recovered by open workings. The bauxite stratum, about 10 meters thick is overlaid by from 25 to 40 meters of clay, sand and limestone. These layers today are removed mechanically. A single miner will mine about 1.4 tons of bauxite in an 8-hour shift.
 - b. Nyírad Bauxite Mine. Nyírad is in the Bakony Mountains, about 140 km southwest of Budapest, 21 km east of Sümeg and about 40 km west of Veszprém. The bauxite deposits are estimated at about 1,500,000 tons. Before the World War II, mining was carried on here entirely with hand labor, but the works have been electrified since the war with aboveground and underground conveying machinery. The old workings have been extended and more new shafts opened. The quality of the bauxite ore is improving steadily. The silicon content by the end of 1953 had been lowered from an original 6 percent to 3 percent. The Nyírad mine mainly supplies the Incota aluminum works.
 - c. Iszkaszentgyörgy Bauxite Mine. Iszkaszentgyörgy is about 12 km west of Székesfehérvár, between the Bakony and Vértes Mountains. The mine was first put into operation in 1948. The bauxite supply is estimated at about 25 million tons. This mine is very important for the outstanding quality of its bauxite. Its only disadvantage is that in the northern part of the works the bauxite lies at a depth of 1,500 meters.
 - d. Halimba Bauxite Mines. Halimba is about 4 km north of Nyírad and about 12 km south of Ajka, in the Bakony Mountains. The bauxite works are located in a wide area around the place. The bauxite deposits are estimated at about

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150 million tons, which puts the works in the first rank. Nevertheless, on account of the poor communications facilities, working was only begun after World War II. In order to commence mining work, roads and industrial railways had to be built. Today the whole area is provided with first class roads. Mining is done by open workings. Huge excavators are continually at work, one removing the country rock while another loads the mine trucks which roll directly to the loading ramp of the new railway terminal. Most of the bauxite comes from the Felix mine (Félixbánya, between Szőc and Taliándörög). The daily production is about 600 tons. The norm for a miner currently is 8 minecar loads in an 8-hour shift, or 1.6 tons of bauxite. A new mine was opened in Sep 1952 in the Halimba-Szőc-Balatonhenye triangle. Here the bauxite lies at a depth of 130 to 150 meters.

- e. Ajka Alumina and Aluminum Factory. Ajka is about 30 km west of Veszprém. Around this important aluminum foundry a new industrial town has arisen in recent years. The foundry was in operation before World War II. The plant was dismantled by the Soviets after the war and production only began again in 1947. The works were enlarged in the summer of 1952, and since then they have been increasingly modernized with cooling plants, liming installations, foundries, health measures, etc. In the foundry, the tapping is for the first time done by the so-called "vacuum method," instead of by hand as formerly. The other important novelty in the works is an engine powered mandrel train.
- f. Tatabánya Aluminum Works. This is the largest aluminum factory in Hungary. It is actually situated between Tatabánya and Felsőgalla, about 60 km west of Budapest. The works were in existence before World War I and were nationalized in 1948, since which time it is called the Tatabányai Aluminiumkohó Vállalat and has the code number 3674. A new rolling mill was erected in 1953. The factory manufactures aluminum cement, important for the armament industry. It also produces sheet aluminum and aluminum alloys. In 1952 the production of aluminum alloys amounted to about 23,800 tons; the quota for 1953 was 32,000 tons. The quota for the new rolling mill was 20,000 tons in 1953. About a quarter of the production is alloyed to aluminum bronze by the addition of tin and copper, or to duraluminum by the addition of magnesium, silica and some copper. The manufacture of aluminum bronze has been greatly reduced recently on account of the scarcity of copper. The raw materials needed are delivered at the Felsőgalla railway station and transported thence directly to the blast furnaces by belt conveyor. Stocks of raw material are never allowed to exceed 100 carloads, notwithstanding which the plant works without stoppages, due to the continuous supply of Hungarian raw material and the skilled management. About 70 percent of the output is shipped to Budapest; about 15 percent goes to Győr-Komárom, partly for the Győr plants and partly for export; the remaining 15 percent is transshipped at Nyergesújfalu and goes via Bratislava to the Skoda works in Czechoslovakia. The plant was supplied with electric current from the Bánhidá central station until 1951. In that year a new central station was built for the mines at Tatabánya, and this now supplies the plant with current. The works are surrounded by a concrete wall 3 meters high, with a three-strand barbed wire fence on the top. The old workshop is about 200 by 100 meters in extent; a hangar-like structure with an aluminum framework and a wire-anchored glass roof. The new shop is a similar building about 320 by 140 meters in size. The rolling mill is built in the same style. The floors in all the shops are of reinforced concrete. The plant employs about 2,500 workmen and 120 office and technical staff. Work is carried on in three eight-hour shifts. About 20 percent of the workers are female. The engineer Pál Szakáll, an old and very well-liked expert, is the works manager. The labor manager is Lajos Ziller, a former foreman in the Ajka aluminum works. There is a works guard of 72 ÁVH men commanded by Lieutenant Mátyás Kemeta. The controlling authority of the works is the 6th Operative Main Division of the Ministry for Metallurgy and Power, headed by Deputy Minister Imre Haracska. The supply and production of light metals is under this division.

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g. Almásfűsítő Alumina factory. The former Donautal alumina factory is today one of the most modern aluminum works in Central Europe, and Almásfűsítő is on the Danube, about 10 km east of Komárom. The factory existed before the World War II, but was inoperative after the war. It was gradually reconstructed after the war, and began operating again at full capacity in the summer of 1951. The mechanical equipment was imported from East Germany and the Soviet Union. The daily production is about three carloads of alumina, of which 80 percent is exported to the Soviet Union and Satellite states; the other 20 percent goes to the Ajka aluminum works. The plant has about 1,800 employees, 20 percent of them women.

5: Other Plants. Besides the plants already mentioned, there is an aluminum and aluminum factory at Nagyaróvár which has been enlarged during the past year; an aluminum rolling mill at Székesfehérvár; an aluminum rolling mill at Budapest-Kőbánya, and one at Budapest-Csepel that belongs to the Mátyás Rétkosi Works. There is also reported to be an aluminum and zinc working factory at Vác, and there is the new aluminum factory at Inota.

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1. The V2 rocket was developed by the German aerospace engineer Wernher von Braun and his team of engineers and technicians at the Peenemuende research facility in Germany. The V2 rocket was the first ballistic missile to be used in combat, launching from Peenemuende on September 7, 1944, and was used by the Germans to bombard London and other British cities. The V2 rocket was a two-stage liquid-fueled rocket, powered by a single rocket engine, and had a range of approximately 300 miles. The V2 rocket was used by the Germans to bombard London and other British cities, and was the first ballistic missile to be used in combat.

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